

**WOODBURN PLANNING COMMISSION WORKSHOP/MEETING  
MINUTES  
May 26, 2011**

**CONVENED:** The Planning Commission met in a workshop/meeting session at 6:30 p.m. in the City Hall Council Chambers, with Chair Jennings presiding.

**ROLL CALL:**

<b>Chair</b>	<b>Jennings</b>	<b>Present</b>
<b>Vice-Chair</b>	<b>Bandelow</b>	<b>Present</b>
<b>Commissioner</b>	<b>Corning</b>	<b>Present</b>
<b>Commissioner</b>	<b>Grigorieff</b>	<b>Absent</b>
<b>Commissioner</b>	<b>Piper</b>	<b>Absent</b>
<b>Commissioner</b>	<b>Ellsworth</b>	<b>Present</b>

**Staff Present**            Jim Hendryx, Director of Economic and Development Services  
                                 Vicki Musser, Administrative Assistant

Chair Jennings opened the workshop/meeting at 6:30pm, and led the Commissioners in the flag salute.

**Minutes**

Commissioner Bandelow moved to accept the minutes of May 12, 2011. Commissioner Corning seconded the motion, and it was unanimously approved.

**Business from the Audience**

There was none.

**Communication**

There was none.

**Workshop – 99E Corridor Project**

The Planning Department received the Transportation Growth Management Grant last year, enabling Woodburn to take a look at the long-range future of 99E's land use and transportation over the next 20 years. The process is about halfway through. Three public business/ property owners meetings have been held, most recently on Tuesday, May 24<sup>th</sup>. Three Citizen's Advisory Committee (CAC) meetings have taken place, and this is the second Planning Commission meeting/workshop dealing with the vision for Highway 99E. Frank Angelo, of Angelo Planning Group, introduced the five concepts that the team had come up with as possible solutions to problems on 99E, and requested feedback from the Commission.

Chair Jennings applauded the Angelo Group for their efforts so far. He feels that they have listened, taken previous feedback seriously and are now introducing concepts that incorporate those suggestions.

During the first 99E workshop, the Angelo Group talked about existing conditions on 99E and offered a toolbox of possible solutions. Based on feedback from the last meeting, the Angelo Group came up with five concepts, or alternatives to existing 99E issues, which they discussed at the CAC and business/property owner meetings. The objective of this meeting is to discuss the advantages and disadvantages of each concept, narrowing the decision to 1-2 alternatives which will then be brought back to the CAC, Planning Commission and Woodburn community. There can be a combination of alternatives from each concept.

**Details of Draft Corridor Design Concepts: Allison Wildman / John Bosket**

**Allison Wildman and John Bosket** gave an overview of each of the concepts and noted that the Highway 99E Corridor Project is a 20-year plan for Highway 99E. The Corridor includes four (4) segments: a) Segment 1 - Carl Rd to Mt. Hood, b) Segment 2 - Mt. Hood to Lincoln St, c) Segment 3 - Lincoln St to Food Services of America (FSA) and, d) Segment 4 - FSA to the edge of the Urban Growth Boundary. Each of the segments has its own unique character.

**Concept 1: Extend Existing Improvements.** This concept creates consistency & continuity throughout the corridor. Safety is improved by providing sidewalks for pedestrians, pedestrian crossings where needed, roadway improvements, and bike lanes. Segments 1 & 2 currently include an 85 ft. right-of-way and improvements. No further improvements are envisioned for these segments; Segment 3 is identified as having an 85 ft of right of way, with the same improvements as Segments 1 and 2, and Segment 4 continues utilizing one travel lane in each direction, with a center turn-lane, and curb-tight sidewalks on both sides where adjacent to the urban growth boundary. Segment 4 fits within the existing 80 ft. right-of-way. This concept also includes gateway features at Young Street and upon entering the corridor.

**Concept 2: Minimize Impacts.** Concept #2 uses non-standard engineering to minimize private property impacts throughout the corridor, specifically south of Lincoln St. No further improvements are envisioned for Segments 1 and 2, while Segment 3 maintains the existing 80 ft. right-of-way. However, non-standard lane widths (11 ft vs. 12 ft lanes) are used to minimize impacts in the segment. Segment 4 continues the single travel lane in each direction, the center turn-lane, and curb-tight sidewalks on both sides where adjacent to the urban growth boundary. Segment 4 fits within the existing 80 ft. right of way. Concept #2 also includes gateway features at Young Street and upon entering the corridor.

**Concept 3: Young Street Node/Main Street Node.** This concept enhances the primary gateway to the downtown area with a special land use designation and streetscape features, as well as signature development on Young Street and the

intersection at 99E. Segments 1 and 2 currently include an 85 ft. right-of-way. No further improvements are envisioned for these segments. Segment 3 is identified by a 99 ft right-of-way with separated sidewalks and planter strips. Land use standards would be modified along Young St. and portions of 99E to allow mixed-use development. Segment 4 continues with the one travel lane in each direction, the center turn- lane, and separated sidewalks on both sides where adjacent to the urban growth boundary. Segment 4 fits within the existing 80 ft. right-of-way. This concept also includes gateway features at Young Street and upon entering the corridor.

**Concept 4: Main Street Neighborhood.** This concept creates a new Main Street on Hwy 99E, linking residential neighborhoods on both sides of the highway. No further improvements are envisioned for Segments 1 and 2. Segment 3 would be narrowed to one travel line in each direction, with a center turn lane, widened sidewalks and planter strips, all within the existing 80 ft right of way. Segment 4 fits within the existing 80 ft. right of way and includes one travel lane in each direction, a center turn lane and separated sidewalks. This concept also includes gateway features at Young Street and upon entering the corridor. Segment 3 changes significantly under this concept and will cause a 15% congestion increase with slower travel times.

**Concept 5: Enhanced Corridor.** This concept unifies the corridor by widening the right-of-way to enhance pedestrian safety. Segments 1, 2 & 3 are identified as having 99 ft of right-of-way, with separated sidewalks and street trees. Segment 4 continues with one travel lane in each direction, a center turn-lane, and a separated sidewalk on both sides where adjacent to the urban growth boundary. Segment 4 fits within the existing 80 ft. right-of-way. This concept also includes gateway features at Young Street and upon entering the corridor.

These 5 concepts have elements that can be mixed and matched in various combinations.

#### **Public Comments:**

Marc Stout, who owns Barkley's at 894 N. Pacific Highway, voiced his concerns about any right-of-way increases. He feels that the corridor can be improved by better signage, fixing up derelict buildings, addressing painting issues and putting in sidewalks. He also noted that Woodburn needs a unifying theme.

Rob Carney, Citizen's Advisory Committee (CAC) member, urged everyone to view the proposed 99E vision changes as occurring within a 20 year timeline. He feels that people should focus on having an overall concept for Woodburn's commercial environment. He was in favor of option #3 and/or option #4, and integrating those concepts with the wider street vision in option #5 over the next 20 years.

## Planning Commissioners' Comments:

The Commissioners had some feedback in common:

1. Place utilities underground
2. Very limited pedestrian islands
3. Minor access management – sharing driveways, clearing up driveway openings
4. Improve access to residential areas just behind 99E on both sides of the corridor
5. Have Cleveland Street crossing the railroad tracks only once instead of twice

Vice-Chair Bandelow chose Concept #3, with modifications, adding zone changes from Concept #4, so that commercial properties can expand by purchasing the residential properties behind them when they come up for sale.

Commissioner Corning chose Concept #5, modified with a nodal development at Young St. and 99E.

Commissioner Ellsworth liked Concept #2, modified with a nodal development at Young St. and 99E. She noted that expansion, such as discussed in Concept #5, could end up with blighted landscaping areas without a definite maintenance plan.

Chair Jennings felt that there was something good in each of the 5 concepts, and is in favor of combining alternatives. At this point, he suggested looking at the overall concepts, but not worrying about the detailed engineering.


## Adjournment

Commissioner Bandelow made a motion to adjourn the meeting. Commissioner Ellsworth seconded the motion, and the meeting was adjourned at 7:45pm.

## Next Meeting

The next meeting of the Woodburn Planning Commission is scheduled for Thursday, June 9, 2011. The topic of discussion will be LA 2011-01, comprised of Sections 1, 4 and 5 of the Woodburn Development Ordinance (WDO).

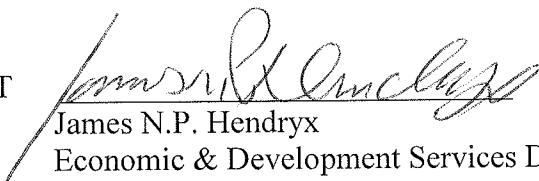
APPROVED

  
Richard Jennings, CHAIR

Date

06-23-2011

ATTEST

  
James N.P. Hendryx  
Economic & Development Services Director  
City of Woodburn, Oregon

Date

06/27/2011